

Shipping.

STEAMERS.
DOUGLAS STEAM-SHIP COMPANY,

FOR SWATOW, AMOY, AND TAMSUI
THE Company's Steamship

"HAILOONG,"
Captain Hall, will be despatched for the above
Ports, TO-MORROW, the 16th instant, at
P.M.
For Freight or Passage apply to

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 14th July, 1892. [7]

FOR ROBE AND YOKOHAMA.
THE Steamship
"MAC DUFF,"
Captain Barton, will leave for Yokohama

Captain Porter, will be despatched as above
SUNDAY, the 17th instant, at Daylight.
 For Freight or Passage, apply to
DODWELL, CARLILL & Co.
 Agents.

Hongkong, 14th July, 1892. [7]

"SHIRE" LINE OF STEAMERS

FOR SINGAPORE, LONDON, HAMBURG
AND ANTWERP.
THE Steamship

"PEMBROKESHIRE,"
 Captain Gedye, will be despatched as above
TUESDAY, the 19th instant, at Noon.
 For Freight or Passage, apply to
DODWELL, CARLILL & Co.

Hongkong, 14th July, 1892.

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY
NOTICE:

CONSIGNEES of Cargo per Steamer
"CITY OF RIO DE JANEIRO"
 The above Steamer having arrived, Consignees of Cargo are hereby requested to send in the Bills of Lading for Counter-signatures, and to take

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hotels
PEAK HOTEL.

THIS commodious and well appointed **HOTEL**, situated at a height of 2,250 ft above sea-level, having been Leased by the Proprietors of the "**VICTORIA HOTEL**."

Now OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

The HOTEL has been thoroughly Renovated

A New and Handsome BAR has been opened on the Basement, while a new BAR and BILLIARD-ROOM have been erected on the main floor.

CHOPS, STEAKS, &c., can be served
any hour.
For full Particulars as to Rates, &c., apply
"VICTORIA HOTEL."
DORABEE & HING-KEE

Hongkong, 9th May, 1892.

BAY VIEW HOTEL.

MR. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BA

"VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launch can at any time come alongside the jetty adjacent to the building.

The Cuisine is unrivalled in Hongkong, and only the best Brands of Wines, Spirits, Cigars etc., are kept in stock. Private Dinners and Tiffin prepared in First-class style on the spot.

shortest notice, and meals can be served at
hours.
HONGKONG, 2nd May, 1862. [4]

THE SHAM EEN HOTEL

BRITISH CONCESSION, CANTON.
THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the

The Bed-rooms are cool, airy and comfortable furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will

The Table D'Hôte is supplied with everything in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liqueurs, etc., of the best quality.

A WELL APPOINTED BILLIARD-ROOM
A. F. DO ROZARIO,
Manager.
HONGKONG, 1st September, 1897. [11

Notices of Firms.

THIS Company, formed and registered
Hongkong, has taken over the Business

LIMITED, together with all ASSETS and LIABILITIES; and all amounts owing to and by the two above mentioned concerns will be received and paid by DAVIDSON, CAMPBELL & CO., LIMITED, as Agents.

For DAKIN, CRUICKSHANK & Co., Ltd.
FRANK W. WATTS,
Manager.

Hongkong, 1st July, 1892.

Intimations.

DAKIN, CRICKSHANK & CO., LIMITED.

DISPENSING CHEMISTS.

WHOLESALE and MANUFACTURING
CHEMISTS and DRUGGISTS, AERATED
WATER MANUFACTURERS, WINE
and SPIRIT MERCHANTS,
&c., &c., &c.

WE have the pleasure to announce that this Company, formed and registered in Hongkong, has taken over the Business hitherto carried on here and elsewhere by Messrs. DAKIN BROS., OF CHINA, LIMITED, and Messrs. CRICKSHANK & CO., LIMITED, together with all ASSETS and LIABILITIES.

The support hitherto given to the late Firms will, we trust, be continued to us.

QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 1st July, 1892.

A. S. WATSON & CO., LD.

WINE and SPIRITS.

WE invite attention to the following Brands, all of which are of excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

PORTS. (For Invalids and general use).

	Per doz.	Per Bot.
A Alto Douro, good quality, Green Capsule	\$10	\$1.00
B Vintage, superior quality, Red Capsule	12	1.10
C Fine Old Vintage, superior quality, Black Seal Capsule	14	1.25
D Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled)	18	1.50

SHERRIES.

A Delicate Pale Dry, dinner wine, Green Capsule	6	0.60
B Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C Superior Old Dry Pale Natural Sherry, Red Seal Capsule	10	1.10
D Very Superior Old Dry Pale choice Old Wine, White Seal Capsule	12	1.10
E Extra Superior Old Dry Pale, very finest quality, Black Seal Capsule (Old Bottled)	14	1.25
F Extra Superior Old Dry Pale, very finest quality, Black Seal Capsule (Old Bottled)	14	1.25

CLARETS.

A Superior Breakfast Claret, Red Capsule	4	\$4.50
B St. Estephe, Red Capsule	4.50	5.00
C St. Julien, Red Capsule	7	7.50
D La Rose, Red Capsule	11	12.50

MADEIRA, HOCK and CHAMPAGNES.

FULL PARTICULARS OF THE VARIOUS BRANDS IN STOCK ON APPLICATION.

Per doz. Per Bot.

A Hennessy's Old Pale, Red Capsule	\$13	\$1.20
B Superior Very Old Cognac, Red Capsule	15	1.40
C Very Old Cognac, Red Capsule	20	1.75
D Hennessy's Finest Very Old Liqueur Cognac, 1873 Vintage, Red Capsule	30	2.50

SCOTCH WHISKY.

A Thorne's Blend, White Capsule	8	0.75
B Watson's Glenochy, Mellow Blend, Blue Capsule with Name and Trade Mark	8	0.75
C Watson's Abouloir-Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75
D Watson's H.K.D. Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10

IRISH WHISKY.

A John Jameson's Old, Green Capsule	8	0.75
B John Jameson's Fine Old, Green Capsule	10	1.00
C John Jameson's Very Fine Old, Green Capsule	12	1.10
D Genuine Bourbon Whisky, fine old, Red Capsule, with Name	10	1.00

GIN.

A Fine Old Tom, White Capsule	4.50	0.40
B Fine Old Tom, White Capsule	4.50	0.40
C Fine A.V.H. Geneva	5.25	0.50

RUM.

Finest Old Jamaica, Violet Capsule	12	1.00
Good Oldward Island, \$1.50 per Gallon.		

LIQUEURS.

Benedictine, Maraschino, Curacao, Hermitage Cherry Cordial, Chateau, Dr. Slegers' Angostura, Bitter, &c.

PAICES ON APPLICATION.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

Hongkong, 4th February, 1892.

The Hongkong Telegraph.

HONGKONG, FRIDAY, JULY 15, 1892.

TELEGRAMS.

CHOLERA IN RUSSIA.

LONDON, July 6th.

Cholera is reported to be spreading in Russia.

MR. GLADSTONE AND HOME RULE.

The Right Hon'ble W. E. Gladstone, speaking at Dalkeith, said that if Scotland, after mature reflection, demands Home Rule, it must be obtained, for it is her right, as also is the disestablishment of the Church.

GENERAL ELECTION.

July 13th.

The Tories have gained fourteen, the Unionists seven and the Liberals forty-six seats.

THE PROSECUTION OF THE BROWNS.

COMMITTEE TO THE ASSIZES.

PENANG, July 6th.

The Browns have been committed to the Assizes, bail \$3,000 each. The principal evidence tendered consisted of extracts from the letter books of the firm.

The reports in the Straits press show that the charges against Messrs. L. C. & J. A. Brown is that of criminal breach of trust, jointly in respect of \$6,103.15; \$12,387.00; and \$6,103.15, the property of various companies. There is a further charge against Mr. J. A. Brown with regard to \$15,000, \$5,000 and \$12,765, the property of Mrs. Bird, Mrs. Cockburn and the estate of Alfred Quaidling.

LOCAL AND GENERAL.

PUT not your trust in money, but put your money in trust.

THE P. & O. S. N. Co's steamer *Verona* left Nagasaki for this port at 5 p.m. yesterday.

MESSRS. KUHN & Co. have transferred their business to Mr. S. Komor and Mr. A. Kuhn, who will keep up the old name.

THE Suiyong municipal authorities have asked for estimates for the lighting of the streets and tramway lines by electricity.

AN Emergency meeting of Victoria Lodge, No. 1026, will be held in Freemasons' Hall, Zealand Street, on Friday, the 22nd inst., at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

THE matrimonial squabble over the household goods removed by Mrs. Solomon, alias Mrs. Thomas, in her last escapade with a new love, will be heard before Mr. Justice Pollock in Summary Jurisdiction next Friday.

It would seem from recent examples that honey-mooning proper is becoming almost obsolete among fashionable people. Three days to one week is considered quite sufficient nowadays to give up to that time of "idle dalliance," that used to extend over a period meaning from two to three months.

THE Band of the 1st Shropshire Light Infantry play the following programme at the Barrack Square, this evening, commencing at 7.30 p.m.:—

Polka: "The Goodbye Waltz."

Quadrille: "The Goodbye Waltz."

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Polka: "The Goodbye Waltz."

Quadrille: "The Goodbye Waltz."

Polka: "The Goodbye Waltz."

Quadrille: "The Goodbye Waltz."

At the Magistrate's today a cooie was sent to attach, for \$2.60 balance of money due for fuel for fourteen days by Com. Hastings, advances on cargo and for telegrams in connection with the City Hall Theatre a town, along with defendant's ships. Mr. Leach watched the property of the Stanley Opera Company's case on behalf of the New Oriental Bank, carpenter. Many other articles of greater value, mortgages of the *Zambesi*, whose cargo and are said to have been stolen but cannot be traced belonging to plaintiffs wished to attach.

Mr. Francis stated that the writ was issued on 6th, under sec. 82 of the code, cap. 13, and this year. Millers report that more rice than the same date the usual affidavit was filed, that he Europe than in any previous year should advertisements published. The garbages the port was opened. Most of the rice millers Capt. Edwards of the *Zambesi* and Capt. have now the electric light, and Messrs. Howatt Taylor of the *Palmas*, but as it was shown Erskine & Co., of Singapore, have just completed the latter steamer was chartered and not a 400-light installation in a large mill.

It would be well were the Water Police to keep a sharp eye on the cargo-boatsmen who land and advances against cargoes, chiefly of coal, and from steamers coming in from the North, for they had also advanced money for telegrams in most shocking brutality is constantly practised in connection with defendant's line of steamers on docks of "muttons," both in transferring the coal from the boats to the shore, and from the latter to the shore. If a few of the mischievous to cover the claim. No appearance is brought to justice and a sharp watch was entered by defendant in answer to the on the butcher fraternity is maintained a great claim.

derl of wanton brutality will be obtained. The Lordship—Is he the actual owner of the three are the *Palmas*, *Holbow* and *Malphong*? traders (chiefly German) that should be watched. Mr. Francis:—He is registered owner of sixty for it often happens that they discharge live pigsties sixty-fourth shares.

In estate and allow the cargo-boatsmen to put His Lordship—But there is a mortgage, is them up in their boats five and six tiers high, where not? Mr. Francis said there was, but that would the lower tiers are fairly suffocated. But they the coal with by and by. Plaintiff had attached are, of course, killed ("a stick") to save the 100 tons of coal on board the ship, which he hacon. What price for a branch of the Society understood was not included in the mortgage, for the Prevention of Cruelty to Animals (and the marshal of the Admiralty Court said he Hongkong? It is greatly needed, goodness had not arrested it under the sub of the mortgage, but this morning the mortgagee had given notice that he had a claim on it; Mr. Leach had arranged that that question might stand over for the present. The only thing to be done now was to prove that the debt existed and that the estate of section arose within the jurisdiction.

His Lordship agreed that that would be sufficient. Edmund Singleton Wheeler, manager in Hongkong for Dodwell, Carill & Co., said the two plaintiffs were both absent from the colony. The firm had acted as agents for Mr. Upton's coal business and his line of steamers to Portland, Oregon. There were current accounts between the two firms. Witness produced three accounts, from 29th August to 10th October 1891, debit balance carried over \$383; 10th October to 15th January, debit balance \$3,607; 15th January to 17th June, debit balance \$3,607; for which plaintiffs paid. All the items in the account produced had occurred in Hongkong. Many of them were payments on promissory notes and draughts against cargo. The coal was consigned to the plaintiffs for sale, and in some cases the sum realised by sale was less than had been advanced against it. Mr. Upton had not disputed the matter and not Hongkong, so that the claim was \$2,377 with costs and interest.

His Lordship gave judgment for the amount of claim. Examination of the garbages (Capt. Edwards) adjourned for a week.

THE WRECK OF THE "BAIPHONG."

MARINE COURT OF INQUIRY.

A Court of Inquiry, consisting of Captain R. Murray Ramsey, Harbour Master (President); Staff-Commander J. H. Woodward (H.M.S. *Victor* (master), Captain D'Auvergne de St. Creix (master, steamship *Wingard*), and Capt. Alexander Tillett (Marine Superintendent of the Marine Court of Inquiry), was held at the Marine Court of Inquiry, on the 14th inst., to inquire into the circumstances connected with the wreck of the Douglas Company's steamer *Baiphong*, Captain W. J. Hunter, (official No. 88,838) of Nagasaki, three-quarters of a mile to the west of Inosaki lighthouse (near Shimoda) 14th inst., about 75 miles from Yokohama, on the 14th inst.

Captain W. J. Hunter stated—I was master of the British steamship *Baiphong*, of Hongkong, New South Wales, dated 16th October 1890. I had, of course, the middle watch on the morning of the 27th June. When I went on deck at midnight it was hazy and the ship steered W. 62° E. by compass, and going about 8 knots. Had a look-out man on the forecastle head. I don't remember whether the moon was visible. I think I could have made out a light distant five miles. I'm certain I could. The Captain came on deck directly after I relieved the bridge and he altered the course to E. by N. About 12.10 it came down a little thicker and the Captain ordered engine "half speed." This continued to 12.25 when the weather cleared. At 1 o'clock altered course to E. by N. at 1.50 to W. 62° E. till 3.10. At 3.30 a light was sighted, the only one I saw during the watch. It bore N.W. by W. by compass and was about three miles later I decided it was a junk's light. The Captain was on deck all the time. Shortly after 4 a.m. I had orders from the Captain to send a man up to the fore-castle to look out for lights ahead and on both bows. It was Rock Island light we were watching for. He reported nothing—not even the light I saw at 3 a.m. I called him down shortly before the ship struck. It came down foggy at 3.30 a.m. and at the Captain's orders I rang the telegraph "half speed" and at 3.40 "slow" as the fog had increased. At 3.45 the Captain said he heard sea breaking, and as he spoke I saw land ahead. The Captain rang the telegraph "full speed" and sent me forward. I had just got on the forecastle when the ship struck. I got into the rig and tried to reach the mainmast. The Captain then told me to try and get the chronometer. I did so and took it into the boat, also the deck log and the Night Orders book. I was then ordered into the boat and until a launch towed us away. I remained there over-cast, but I expected to be able to see Rock Island light 10 miles off. At 3 a.m. sighted a light on the port beam. I at first thought it was Rock Island light. I found afterwards that it was only a junk. At 3.55 a.m. it came on thick again so put engines at half speed. I did not alter course as I thought I was far enough from the coast as I went down slow. About 3.55 a.m. I heard the sound of sea breaking on the port side, so put the helm hard port, and almost at the same time I made out the land right ahead. Put engines full speed astern and a minute or two after this the ship touched. It was then nearly daylight. She came off the rocks and I was obliged to stop as there was a large rock under the port quarter. Went ahead and put helm hard star. I had the starboard bow and made fast to a rock on the starboard beam as the S.W. wind was blowing hard on the cliffs. After two attempts we failed to get the line run out. The engines had been stopped when we started to run the line out, but I was working them as necessary in trying to cant the ship's head round, though there was very little room. About 4.20 it was reported to me that there was 3 feet of water on the fore hold. Ordered the pumps on. In the fore hold there was 18 inches of water. The big donkey engine was put on to the fore-hold, and the small donkey on to the after hold. There was no water in the engine-room at that time. The water getting on the pumps, I decided to lower the boats, which was done. By the time this was done and the crew in the boats the water was up to the breast of the ship. I sent the third mate to one boat to see if he could find a landing place

and to try to send a "wire" to Yokohama. About an hour after this a steam launch came in sight and she towed the boats, except the one containing myself and the chief engineer, to a fishing village called Wagaki. I remained with the chief engineer on board the ship till the water was up to the deck on the lee side (starboard side). Ship having listed 15 degrees we then got into the boat and laid off for about two hours. It then came on to blow from the N.W. in heavy squalls so we left the ship and went round to the harbour. Came out again about 2 p.m. and found the ship heeled over about 30 degrees and the sea washing over the after deck. We saved what we could and left her about 5 p.m. Went out with chief officer next morning and found her rather more settled down, and at about 9 a.m. a tug-boat came down (a "wire" having been despatched to Yokohama) with Lloyd's Surveyor on board. I went on board with him and inspected the ship and decided to sell the ship by auction as early as possible as there was no chance of getting her off. Handed ship over to Japanese authorities who promised to look after her, and I, with the crew, left for Yokohama.

To the Court—I have made a mistake: The bearings given were magnetic, the courses given are compass courses.

To the President—I produce the chart in use at the time of the accident. I also produce the log book. The log was written up the morning after the casualty. It was copied from the deck log-book produced. The corrections for deviation were made each time we altered the course, which is my usual practice. When I first felt the ship strike I thought she was on to Sima. When it cleared up I could just see the top of the flag-staff at the lighthouse on Inosaki bearing S. by E. by the compass. The lighthouse itself was just in the land, about 2 miles off. I went down slow about ten minutes before the struck, I did so to await daylight. I had previously gone half speed on account of the fog. I did not think the weather was so thick as to prevent my seeing the light 10 miles off. As I did not see it I supposed there must have been thick fog or mist over the light. I was watching for Rock Island light, the other is a red light and not easy to "pick up." I sent a man aloft to look for Inosaki light but he saw nothing of it. About three weeks before this I had steered N. 64° 2' in this part and I on that occasion sighted Rock Island light 12 points on the port bow, but I was closer in when taking my departure than on this occasion. I did not use the lead because where I was there were no soundings marked. I did not expect a current—none marked on the chart. I was using Admiralty chart No. 995, cancelled in April 1892. The other chart I produce does not make up a deviation of a current or in-draft.

To Capt. Woodward—I use Vol. IV *China Sea Directory*. I have studied the directions respecting this part of the coast. Didn't see anything therein as in-draft.

To Captain Tillett—The company supply charts and sailing directions. I joined the ship in February last and found these charts on board. The correction of the charts is left to the captain. These charts were used by the previous captain (Harris) last year. We had a Sir William Thompson stand and compass. I kept a small pencil note book of the observations every day. The afternoon night of 27th was worked out by ordinary reckoning of latitude. The noon observation was worked by myself and all the officers and all agreed. No special precautions are taken to see that our charts are kept up to date. When our charts are worn out we get new ones. The *Baiphong* had in use were Captain Hunter's. We had no compass journal. The second officer was on deck at the time we struck, and so was I, with him. Our chronometers (2) were running pretty well together. I've heard the deviation is greater as you get north of Hongkong, but didn't know it was specially so north of lat. of Chefoo.

Samuel Gibson, second officer, stated—I have a second mate's certificate issued in New South Wales, dated 16th October 1890. I had, of course, the middle watch on the morning of the 27th June. When I went on deck at midnight it was hazy and the ship steered W. 62° E. by compass, and going about 8 knots. Had a look-out man on the forecastle head. I don't remember whether the moon was visible. I think I could have made out a light distant five miles. I'm certain I could. The Captain came on deck directly after I relieved the bridge and he altered the course to E. by N. About 12.10 it came down a little thicker and the Captain ordered engine "half speed." This continued to 12.25 when the weather cleared. At 1 o'clock altered course to E. by N. at 1.50 to W. 62° E. till 3.10. At 3.30 a light was sighted, the only one I saw during the watch. It bore N.W. by W. by compass and was about three miles later I decided it was a junk's light. The Captain was on deck all the time. Shortly after 4 a.m. I had orders from the Captain to send a man up to the fore-castle to look out for lights ahead and on both bows. It was Rock Island light we were watching for. He reported nothing—not even the light I saw at 3 a.m. I called him down shortly before the ship struck. It came down foggy at 3.30 a.m. and at the Captain's orders I rang the telegraph "half speed" and at 3.40 "slow" as the fog had increased. At 3.45 the Captain said he heard sea breaking, and as he spoke I saw land ahead. The Captain rang the telegraph "full speed" and sent me forward. I had just got on the forecastle when the ship struck. I got into the rig and tried to reach the mainmast. The Captain then told me to try and get the chronometer. I did so and took it into the boat, also the deck log and the Night Orders book. I was then ordered into the boat and until a launch towed us away. I remained there over-cast, but I expected to be able to see Rock Island light 10 miles off. At 3 a.m. sighted a light on the port beam. I at first thought it was Rock Island light. I found afterwards that it was only a junk. At 3.55 a.m. it came on thick again so put engines at half speed. I did not alter course as I thought I was far enough from the coast as I went down slow. About 3.55 a.m. I heard the sound of sea breaking on the port side, so put the helm hard

ment. Whether the Bank foreclosed on a mortgage, or simply refused to make further advances, is not definitely known; but it is currently reported that the total liabilities are not less than \$500,000, while the assets are not expected to realize anything like that. Of course, it may be that further funds can be procured and the business carried on, which is to be fervently desired; but if not, the Bank will lose heavily.

"H.M.S. PINAFORÉ"

There was a fairly good audience at the City Hall last night, the Royal Navy being in full force, to witness the performance of Gilbert and Sullivan's first well-known comic opera, and although perhaps more than usual prominence was given to the small defects inseparable from travelling companies, such as weakness of chorus, insufficient rehearsing, and overwork—still, making all reasonable allowances, the performance was really good, while the audience seemed to be very well pleased, at times even enthusiastic to a degree.

Josephine, of course, was Miss Clissie Denver, whose acting is always interesting, though not going quite up to the mark, but her overwork. Her song in the first act, "Sad is the hour when she is sung" was sung with touching pathos, and her duet with Ralph (Miss Dolly Childs) "Refrain, adieu, adieu" was the finest effect of the evening, both in harmonic and dramatic effect. Miss Childs was in better form than we have ever seen her, and quite outshone all the rest. In fact, it is not too much to say that her *Ralph Ralston* was the life of the party. Her singing, too, was very good as *Capt. Ralston*, a part not very familiar to him; on the opening of the second act he sang "The Death of Nelson," in a manner which brought down the house. Miss Brooks was an admirable *Buttercup*, slightly shaky at first, but stronger and better as she went on; and her acting all through was very good indeed. *Dick Dicks* and the *Born* (Mr. Driscoll and Mr. W. Stanley) were screwing along long way to see while their comic business was original and irresistible. Of the others, Miss Ada (Mallard) was a satisfactory *Cousin Hitt*, and Mr. Packard was a conscientious *Sir Joseph*; but he ought to lie up for a while, instead of going on to try and play when really too ill. Miss Stevenson danced a very pretty waltz in the first act, and again in the second act with Miss Lake, with great effect. The other, the sisters, cousins and aunts, all worthily maintained their respective parts, while Mr. Zepin was due even more credit than usual for the success of the evening.

To-night the Pantomime "Blue-Beard" is repeated, with "Ta-ra-boom-de-ay" as it should be; and to-morrow a real treat, "Paul Jones."

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in the columns.]

TO THE EDITOR OF THE "HONGKONG TELEGRAPH,"
DEAR SIR,—I send you condensed translation of a proclamation, concerning Don Rial, which appeared in the *Gaceta* a few days ago and which I think may interest you. I believe you are acquainted with him during his stay in Hongkong; he several times contributed to your paper short articles on Pricetrast and the Philippines.

He is a native of "Alambra" where his family at one time owned large estates. Some years ago he went to Europe where he received a liberal education, adopting eventually the profession of medicine. He is both doctor and lawyer by examination and a clever linguist, speaking no less than five European languages fluently.

His book "Noli Me Tangere" directed against the priests and in fact a true and clever exposure of their iniquitous practices, first drew attention to him. This book was followed by several others, which, as you may imagine, excited the most virulent animosity of the priests.

He arrived in Hongkong in November last, and after some correspondence with the Manila Government and a visit to the Governor, he was appointed Captain General on his word of honor, that he would be unopposed, eventually came to Manila about ten days ago in order to realize what little property might still remain to him.

It appears that during the examination of his luggage in the Custom House a few pamphlets on priests and priestcraft were discovered and on this frivolous pretext he was arrested, notwithstanding the guarantee he had received, and is now awaiting deportation.

Priests were looking him from the moment of his landing in Manila and his every action, every person with whom he spoke, every house he visited were carefully noted and these suspected houses have already been visited and rigorously searched for traces of Anti-Catholic literature—and yet some say the Inquisition is dead!

Jolo is spoken of as his probable destination and I must inform you that, in the Philippines, deportation is *la fin de pavor* for sentence of death. The Governor of Jolo has power of life and death over prisoners and no outward enquiries are ever made. A man is found dead one morning in the woods and is buried—and *vola tout*. Public opinion is strongly though secretly in favor of Rial, but the Manila press presents a favorable picture in its abject submission to the latest decree of priestly intolerance.

I hear that, since his confinement, Rial has refused to take food, doubtless knowing only too well the unpropitious results which might ensue. And what is the sum total of this man's offence? Simply that he has the capacity to form independent opinions and the courage to express them.

Whatever may be his fate he is a man whom anyone may be proud to claim as a compatriot or as a friend. And he will not have lived in vain, for he has lifted the veil of mystery and hypocrisy which conceals the foul cesspool of priestcraft and has shown his countrymen the true characters and lives of the men who presume to arrange their destinies, both here and hereafter.

I am, Dear Sir,
Yours faithfully,
LIBERTAD.

Manila, July 8th, 1892.

IMPORTANT PROCLAMATION.
After several years of voluntary exile during which he has published various books and numerous pamphlets—which are although not of exactly Anti-Catholic yet of impudently anti-monarchical views—which have been clandestinely introduced into this Colony, a Spanish subject born in the Philippines directed some months ago from Hongkong a letter to the Government offering his services as a better government and progress of the Philippines, which he received no answer, because at that time he commenced circulating his last work. In a second letter, dated in May, after acknowledging the policy of the Government and justice lately inaugurated in this country and perhaps encouraged by the mercy extended to various of his relatives previously condemned to exile, he announced his intention of returning to his native land in order to realize any possessions which might remain to himself and his friends, and proceed with their various families to found

in Borneo a Philippine Colony, under the protection of England. An answer to this letter was given him verbally by the Spanish Consul in Hongkong to the effect that seeing that the Philippines were so sparsely populated it could not be considered very patriotic on his part to induce any of his countrymen to emigrate and that consequently it would be impossible to officially favor such a project and adding that any native could, in whatever part of the Archipelago, contribute freely to the prosperity of the country under the protection of its laws.

A few days afterwards this Spanish subject with passport and papers in due order, arrived in Manila with his sister and presented himself the same day at the Government House at a time when it was impossible to grant him an audience. He nevertheless, during an interview of three minutes procured a remission of the sentence passed on his father and three sisters. A few hours after his arrival the Government received an official notice from the Custom House that during the examination of his personal luggage one of his boxes was found to contain a bundle of tracts entitled "Fobres Philippines" (Fobres Priests) in which the usual accusations were made against the Religious Orders; which fact, had the offence been limited to that alone, would have been pardoned by the parental Authority in whose breast the inextinguishable Castilian generosity is easily able to silence the voice of censure at the least sign of repentance (etc.)

His latest work, however, "El Filibusterismo" (continuation of *Noli Me Tangere*) is dedicated to the memory of the three traitors who were condemned and executed for their part in the Cavite insurrection. These men are by him valued to the rank of martyrs upholding, as he does, the doctrine that in consequence of the vice and errors of previous Governments the only salvation for the Philippines consists in separation from the mother country.

In addition to the charge laid against the priests in the said pamphlets it is also proposed to de-Catholicize (which is equivalent to de-nationalize) this Spanish and consequently Catholic country.

Our religion is ridiculed and the foulest calumnies are propagated against the August Presence of the Common Father, of the visible head of our Holy Mother Church, of the Sovereign Pontiff, in short of our dearly loved Pope Leo XIII (sic) whose famed virtues and prudence compel the veneration and respect of even Protestant countries.

Seeing that by means of this and much more which would be difficult to believe, the more or less transparent veil, which until now has concealed his true object, has been torn away and it is distinctly evident and undoubtedly proved that the ultimate end of his endeavours is none other than to ravish from loyal Philippine hearts the treasure of our Holy Catholic Faith—the sacred link in this country of National Unity.

Seeing that when accused of this crime he accepted other defenses than that of a careless denial and that for dealing with crimes of this description and to defend from all danger the Ideals of religion and country the Government possesses discretionary powers in virtue of the responsible duties laid upon me I decree the following:—

1. Don José Rial will be deported to one of the Islands of the South, which sentence will be received with satisfaction by every Catholic etc.

2. From henceforth I prohibit the introduction of circulation in the Archipelago of the said author's works or any pamphlets, tracts, or leaflets which directly or indirectly attack the Catholic Religion or National Unity.

3. (Specified dates are allowed to the inhabitants of different provinces to deliver up to the local authorities any such literature that is in their possession). And after such time anyone possessing such literature will be considered disaffected and treated as such.

The responsibility of the rigorous measures which a painful duty imposes on me will fall on those who calt, etc., etc.

DESPUOL

NOTES FROM CHINESE PAPERS.

The Grand Treasurer of Formosa arrived from the North per steamship *Haan* the other day. H.E. Tong will remain in Shanghai for a short time until the steamship *Smith* arrives to take him to his post of duty.

In the middle of last month the brigands who are creating havoc in Tientsin, committed a most daring act. To show their skill they went to the stable where H.E. Li keeps his horses, and took one of the animals away with them. It is now ascertained that the stolen animal has been recovered, but the thief is still at large, though the authorities are trying every effort to effect his capture.

In the country south-west of Soochow there is a village called the Yao Fung Shan, on the top of which stands a temple occupied by Buddhist monks. A short time ago a foreigner went to the place having made a careful survey of everything, and acquired of a monk whether they would lease the place to him, for which he offered a large sum of money. The priest consulted with the town elders and related to them what had passed between himself and the foreigner. The elders, on hearing this, and not understanding what motive the foreigner had in visiting the temple in such a desolate spot, jointly petitioned the officials to have the place examined. A few able deputies were forthwith dispatched to the spot designated and began to prospect the place. After a careful examination they pronounced that the hill was full of "white silver" and that the veins trended with that metal.

Our Kiangsi correspondent informs us that a short time ago two important *Kolas Hut* leaders were arrested in Poyang Hsien. Both of the prisoners were proprietors of opium dens, which they used as *rendezvous* for the members to assemble and hold meetings. It is now discovered that an open outbreak was contemplated by the *Kolas*, who had appointed the 15th of the seventh moon to be the day of doom. Their plan was to set fire to the houses inside the north, south, and west gates, and while the authorities would be engaged in fighting the flames, they would pounce upon them and take the city. At the time of the arrest soldiers, millions of war and tobacco, membership and other unlawful articles were found. As soon as they are convicted they will receive the punishment they deserve, and their heads will be put on exhibition for planning treason against their country.

THE "PERU."

The *Peru* will leave San Francisco for China and Japan on August 4th in command of Captain William Ward, late on the steamer *Rio*; do which used as *rendezvous* for the members to assemble and hold meetings. It is now discovered that an open outbreak was contemplated by the *Kolas*, who had appointed the 15th of the seventh moon to be the day of doom. Their plan was to set fire to the houses inside the north, south, and west gates, and while the authorities would be engaged in fighting the flames, they would pounce upon them and take the city. At the time of the arrest soldiers, millions of war and tobacco, membership and other unlawful articles were found. As soon as they are convicted they will receive the punishment they deserve, and their heads will be put on exhibition for planning treason against their country.

ons greater than the steamer *City of Rio de Janeiro*. The *Peru* is six feet longer than the *Rio* and has seven feet more beam, so that it will be able to carry the new engine in hull for a carrier. The engines are of the triple expansion type, the six boilers of 2800 horse-power, and it is expected with this power that the *Peru* will be able to attain a speed of fifteen knots an hour. The *Rio* on her last trip to China attained a speed of fifteen knots, and the engines and boilers are an exact duplicate of those in the *Peru*, and were only put in four months ago. There are three decks besides the hurricane deck, five, water-tight bulkheads, steam windlasses, steel capstans, a steam steering gear and all the latest appliances for the rapid handling of cargo. There are accommodations for 101 cabin, 75 second-class and 600 steerage passengers. The house on the spar deck, which extends nearly the whole length of the vessel, including staterooms, dining saloon and cabin, is of steel, while the house on the hurricane deck is of wood. The dining-room is situated forward of the engines and boiler room, and is a fine room, with glass windows on the sides and by twenty lights in the circular dome over the social hall above. There are ninety-six revolving seats at the tables and a buffet on the side. From the dining saloon a handsome staircase leads to the social hall on the hurricane deck. The designs of the stained glass in the hall represent scenes in the tropics. Electric lights have been placed in every part of the vessel. The interior cabin is finished in white and gold. The skylights in the after cabin represent floral designs. The smoking-room is abait the cabin on the hurricane deck. Seven bathrooms and toilets are laid with encaustic tiles with marble fittings. The second-class passengers have spacious quarters on the spar deck aft. The baggage-room is situated between decks under the cabin and has a companion way leading to it for the convenience of passengers wishing to open their baggage. For cooling the refrigerator room, preserving meats and provisions and supplying food an Allen dense air machine has been supplied.

BANDMANN AGAIN.

A telegram from Helena (Montana) says:—Louis E. Baudet, has brought suit against Bandmann, the actor, for a half interest in his extensive ranch and personal property. Bandmann and Miss Baudet formed a partnership in the theatrical business in San Francisco about ten years ago and took a tour of Australia, Ceylon, India and other countries playing "Dr. Jekyll and Mr. Hyde."

Upon their return they continued their performances through this country, after which Bandmann became infatuated with the cattle business and bought and stocked a ranch near Missoula, Mont.

All this time he was playing "Dr. Jekyll and Mr. Hyde" as successfully off the stage as before the footlights, for one-half the money, estimated at \$50,000, expended in the fine cattle ranch and other rural fads, belonged to the sobriety Baudet as her share of the profits of their theatrical business.

ANTHROPOLOGICAL SUGGESTIONS.

There is now very great activity in the field of anthropological study, some of our American universities having recently established chairs in this department of inquiry. The recent tendency seems to be to trust more to physical characteristics in deciding questions of race than to language, which heretofore has been the main reliance. It is said, for instance, that the shape of the skull is a more permanent quality of race than language. But at the same time there are certain physical changes which seem to be very rapid in their action. A distinguished anthropologist, Dr. Beddoe, has some interesting remarks upon these facts in the *Scottish Review*. There seems to be no doubt that the effect of climate in deciding types is considerable. It has been shown that a fair complexion might give its owner an advantage in a moist climate. The fair complexion would therefore prevail in such a climate. There are also tendencies at work the effect of which would be to make people dark. One of these is malaria, a peculiarly of which disease is that the fair seem to be most liable to its attacks than the dark. In New Orleans the fair races from Europe are said to suffer most from yellow fever and the negroes least. The Latin peoples of Southern Europe are less liable than the Northern Europeans and more liable than the negroes. Dr. Beddoe's belief is that the Anglo-American would probably not be able to hold his own in New Orleans if he did not make use of other races better suited to the conditions of the climate.

The conditions of life, undoubtedly affect stature. Any one familiar with the lower classes of the English cities must have observed how short of stature these classes are. Inquiries covering a wide field have ascertained that the difference between the average stature of this class and that of the classes above them is about two inches. Tall youths among the lower classes are more likely to suffer from consumption, and are not so hardy as the stocky and slowly developing youths of the upper classes. It may be added, certain physical limitations which are universal. It was pointed out many years ago that nature had set a barrier against the excessive development of the human brain, because infants with very large heads usually died in coming into the world. The writer says that he found confirmation of this view while studying at the maternity hospital in Vienna.

It is known that Mr. Wallace, who was co-discoverer with Darwin of the idea of natural selection, considers that agency, though, of course, powerful in the earlier ages of society, has ceased to be strongly operative under the conditions of modern civilization. He considers that the weaker individual perished among savages, but that he is protected and preserved in modern civilized society. We cannot help thinking that to this conclusion Mr. Wallace was influenced by the gentleness and what we might call the optimism of his disposition. For, while he has had to contend with the fact that the stronger is in the end, as was once the case, and while the struggle for existence is still going on, he has seen that the weaker is still going on.

There are certain mild varieties of the natural selection which are still at work, and which probably exert considerable influence in fashioning mankind. One of them is conjugal selection. Francis Galton has remarked that the arrest of intellectual activity which was a characteristic of the Middle Ages was due to the fact that the scholars and the men of intellect went into the monasteries and did not reproduce their kind, while the continuance of the race was left to study fellows with more physique than head. Dr. Beddoe, who we believe has written a book on "The Stature and Bulk of Man in the British Isles," confirms this suggestion of Galton from his own observations. He says that, although he has had to contend with the fact that the stronger is in the end, as was once the case, and while the struggle for existence is still going on, he has seen that the weaker is still going on.

One of the writer's illustrations of the action of conjugal selection in determining types is upon the subject of red hair. It is believed that red hair was at one time much more common than it is now. Red hair is, for instance, almost entirely absent among the Brahmins, although it is said to exist among small Brahmins who to the south of Bombay. But the laws of Man forbid Brahmins to marry red-haired women of course there would have been no such law if there had been no red-haired women among the Brahmins. Red hair is believed to have been the true Germanic type, but at present there is little red hair in Germany. The predominance of red hair in portraits of the time of Henry VIII. and Elizabeth is very noticeable. This may, however, have been flattery, red hair being then much admired, and Elizabeth herself being evidently very particular about having herself so represented. The fact that red hair does not appear to the same extent in the pictures of the men is an indication that the ladies were not so red-haired as they are represented. But there is no doubt that the taste as to red hair has changed, and the effect of the change of taste upon conjugal selection may have been as great as considerably to diminish the percentage of red-haired persons. From observations which Dr. Beddoe has made in the case of 600 women among the laboring classes of Bristol, he found that fewer of the red-haired or black-haired women got married than of the fair, brown, or dark-brown haired.

Dr. Beddoe considers that men with straight dark hair are apt to enter the ministry, and red-haired men to take to sport and horse flesh. Wars do not very quickly affect types. The young and vigorous go to the wars, and older men after the propensities of the most general. The physical standard was lowered in France after Napoleon's wars from this cause. There was kill off the young, a fact so well expressed by the famous saying of Herodotus:—"In peace sons bury their fathers; in war fathers bury their sons." Wars are also apt to be especially hard upon the ruling class. The motto on the family monuments of the Herberts in Montgomery Church is a finely poetic exaggeration of this fact, *Rara est in nobilitate senectus*.—*M. T. Timm*.

COSTS AND CHARGES IN LAW COURTS.

THE LAWYER'S "EL DORADO."

No doubt Jack Cade was filled with good intentions in the interests of society when he exhorted his followers to "kill all the lawyers." If some modern prototype of his, animated by the same honest desire, were to sound the tocsin against the long-robed gentry, we fancy they would be beckoned by many other besides those who gather at the Queen's Statue. Of course in social conditions and systems of laws which encourage the hands of all men to be raised against each other, the existence of the "Devil's Own" is a necessary evil. Lawyers are mainly instrumental in the manufacture of laws, as well as in the administration of them, in both of which capacities they have at all times kept an eye advantageously on the main chance. It was their close identification with the law that prompted Cade to propose a crusade against the fraternity as the primary cause of the sufferings of the people. But that as it may, there can be no denying the fact that laws and lawyers, as part and parcel of a constitutional system, sit with crushing weight on the bulk of the people; that is, upon those who are brought within the direct operation of that system, or who are indirectly brought under its influence. The costs and incidental charges entailed by our system of judicature are most oppressive. It is too often made a vehicle of malignant persecution against the weak by the strong, of expropriation of the poor by the rich, and of malicious triumph over the righteous by the unrighteous. A cunning, unprincipled man may even make a lucrative trade out of the system by the facility with which he can discharge the duties of a lawyer, and even a small, small case in the lower courts upon which judgments are entered against defendants. The costs that attach to these causes swell up the original claims to fifty, and even one hundred per cent. before they are done with the unhappy debtor. We will suppose that an unfortunate individual is summoned before the magistrate for a debt of £1 5s. He may be an honest man battling through life against many difficulties; he does not deny his liability, on the contrary he is very anxious to discharge the debt he is able to do so. The creditor is aware of the man's position, but does his eyes to either his present inability or honest anxiety. The creditor wants to secure judgment, and consequently drags the wretched debtor to court to gratify that purpose, and the latter finds himself ordered by the presiding magistrate, under pains and penalties, to forthwith pay a sum double the original debt, through the action of court charges and lawyers' fees. It is nothing that he cannot pay the money in the first instance and is much less able to pay the judgment; that is not the law's business. Moreover, the judicial system being also an obliging universal debt-collector, for sufficient consideration received, goes still further and sets another portion of its machinery in motion to help the creditor to collect his money, even to the total demolition of the miserable debtor. The man is unfortunate, and he has to pay the price of being made cognisant of his position by the law of his country. Such is the law, the byword of our freedom-loving law, it is often repeated "that there is no law for the poor." It is not, however, law that is lacking. Men will frequently submit with silent resignation to harsh dealing, extortion, and robbery rather than enter a law court to be buffeted about by its "delays and uncertainties," and, perhaps, ultimately overcome by its costs. Poor folks have, very naturally, a sense of obtaining redress, equity, or justice through the law, and they cannot bear the expense of costs and court charges. Money alone leads to victory. A rich man one who presumes on the possession of influence and position by engaging counsel skilful in special pleading, can succeed in impressing judge and jury in his favor, even though the opposite though poorer side may be the wronged party. Hence the saying, "The law is for the rich, a luxury court dear in which no poor man can afford to indulge." The State does not help the moneyless one unless he is the criminal offender, in which case he is mercifully provided with means for legal defence at the public expense.

We pay heavily for the making of our laws, but as a rule we are so obfuscated as to their mode of manufacture and meaning as of the artificer of a Colonial Treasurer. We elect many lawyers to the country's Legislature. We pay them for being our legislators. We pay them for looking after their own business. We pay them for selling us above-board, we would say, we have steady paid. We pay for the building in which we hear their forensic pleadings. We pay the judge handsomely for interpreting the laws, and the Government, also paid by us, makes us pay heavily for the privilege of receiving our own laws in our own buildings. In fact, we pay all round for everything. Excessive costs in the Courts are simply plunder. Of course, the Treasurer must find ways and means, and he does so by raising revenue from the administration of justice, and imposes grievous burdens on the people, hardly consistent with a free conception of freedom. Thus, with the lawyers and the Colonial Treasurer, we are literally kept between the devil and the deep sea—*lying Sunday Times*.

DEARNESS ABSOLUTELY CURED.—A Gentleman who cured himself of Deafness and Noses in the Head of 14 years standing, by a new method, will be pleased to send full particulars free. Address HERBERT CLYTON, 8, Shepherd's place, Kennington Park, London, S.E., Eng.—[Advt.]

CHINA COAST METEOROLOGICAL REGISTER.

14th July, 1892.—At 4 p.m.

STATION.	Barom.	Therm.	Humid.	Wind.	Cloud.	State of sky.
Whampoa	30.00	85	75	S	100	...
Taiwan	30.00	85	75	S	100	...
Nagasaki	30.00	85	75	S	100	...
Yokohama	30.00	85	75	S	100	...
Amoy	30.00	85	75	S	100	...
Swatow	30.00	85	75	S	100	...
Hankow	30.00	85	75	S	100	...
Shanghai	30.00	85	75	S	100	...
Hangchow	30.00	85	75	S	100	...
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Shanghai	30.00	85	75	S	100	...
Hangchow	30.00	85	75	S	100	...
Choochow	30.00	85	75	S	100	...
Amoy	30.00	85	75	S	100	...
Swatow	30.00	85	75	S	100	...
Hankow	30.00	85	75	S	100	...
Shanghai	30.00	85	75	S	100	...
Hangchow	30.00	85	75	S	100	...
Choochow	30.00	85	75	S	100	...
Amoy	30.00	85	75	S	100	...
Swatow	30.00	85	75	S	100	...
Hankow	30.00	85	75	S	100	...
Shanghai	30.00	85	75	S	100	...
Hangchow	30.00	85	75	S	100	...
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Amoy	30.00	85	75	S	100	...
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Hangchow	30.00	85	75	S	100	...
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Amoy	30.00	85	75	S	100	...
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Shanghai	30.00	85	75	S	100	...
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Hangchow	30.00	85	75	S	100	...
Choochow	30.00	85	75	S	100	...
Amoy	30.00	85	75	S	100	...
Swatow	30.00	85	75	S	100	...
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Shanghai	30.00	85	75	S	100	...
Hangchow	30.00	85	75	S	100	...
Choochow	30.00	85	75	S	100	...
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Choochow	30.00	85	75	S	100	...
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Choochow	30.00	85	75	S	100	...
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Shanghai	30.00	85	75	S	100	...
Hangchow	30.00	85	75	S	100	...
Choochow	30.00	85	75	S	100	...
Amoy	30.00	85	75	S	100	...
Swatow	30.00	85	75	S	100	...
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Shanghai	30.00	85	75	S	100	...
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Hankow	30.00	85	75	S	100	...
Shanghai	30.00	85	75	S	100	...
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Choochow	30.00	85	75	S	100	...
Amoy	30.00	85	75	S	100	...
Swatow	30.00	85	75	S	100	...
Hankow	30.00	85	75	S	100	...
Shanghai	30.00	85	75	S	100	...
Hangchow	30.00	85	75	S	100	...
Choochow						

